



APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93

CB03C

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

SUBDIVISION: Cincinnati CODE# 061-15000

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE: 9/1/98

CONTACT: Richard E. Pohana PHONE # (513) 352-5278
(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

PROJECT NAME: Lafayette Avenue Landslide Correction and Roadway Improvement

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☒ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$480,000
☐ 2. Loan \$
☐ 3. Loan Assistance \$
MBE SET-ASIDE OFFERED
Construction \$
Procurement \$

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$1,200,000

FUNDING REQUESTED: \$480,000

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$480,000.00

LOAN: \$

LOAN ASSISTANCE: \$

% TERM: yrs. (Attach Loan Supplement)

(Check Only 1)

- ☒ State Capital Improvement Program
☐ Local Transportation Improvements Program
☐ Small Government Program

DISTRICT MBE SET-ASIDE

Construction \$
Procurement \$

FOR OPWC USE ONLY

PROJECT NUMBER: C /C

Local Participation %

OPWC Participation %

Project Release Date: / /

OPWC Approval: / /

APPROVED FUNDING: \$

Loan Interest Rate: %

Loan Term: years

Maturity Date: / /

Date Approved: / /

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 **PROJECT NAME:** Lafayette Avenue Landslide Correction and Roadway Improvement

2.2 **BRIEF PROJECT DESCRIPTION - (Sections a through d):**

a: **SPECIFIC LOCATION:**

Lafayette Avenue from its intersection with McAlpin Avenue to the entrance with Mt. Storm Park.

PROJECT ZIP CODE: 45220

b: **PROJECT COMPONENTS:**

This project involves construction of reinforced concrete drilled shafts, storm sewers with inlets, new street pavement with curbs on both sides, and new guardrail along the downhill side of the slope.

c: **PHYSICAL DIMENSIONS / CHARACTERISTICS:**

Existing roadway width varies from 16 feet to 22 feet.

Proposed roadway width will be 22 feet from curb to curb.

Total length of project will be approximately 2,800 feet.

d: **DESIGN SERVICE CAPACITY:**

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household. Attach current rate ordinance.

ADT = 4,227

Users = $4,227 \times 1.2 = 5,072$

2.3 **USEFUL LIFE / COST ESTIMATE:** Project Useful Life: 50 Years.

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$1,200,000	100%
State Funds Requested for Repair and Replacement	\$ 480,000	40%
TOTAL PORTION OF PROJECT NEW/EXPANSION	\$ _____	%
State Funds Requested for New and Expansion	\$ _____	%

4.0 PROJECT SCHEDULE:*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>8/1/97</u>	<u>6/1/99</u>
4.2 Bid Advertisement:	<u>6/1/99</u>	<u>8/1/99</u>
4.3 Construction:	<u>10/1/99</u>	<u>6/1/00</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER	<u>John Shirey</u>
TITLE	<u>City Manager</u>
STREET	<u>Room 152, City Hall</u>
	<u>801 Plum Street</u>
CITY/ZIP	<u>Cincinnati, Ohio 45202</u>
PHONE	<u>(513) 352-3241</u>
FAX	<u>(513) 352-6284</u>

5.2 CHIEF FINANCIAL

OFFICER	<u>Timothy H. Riordan</u>
TITLE	<u>Finance Director</u>
STREET	<u>Room 250, City Hall</u>
	<u>801 Plum Street</u>
CITY/ZIP	<u>Cincinnati, Ohio 45202</u>
PHONE	<u>(513) 352-3731</u>
FAX	<u>(513) 352-1520</u>

5.3 PROJECT MANAGER

TITLE	<u>Jay R. Gala, P.E.</u>
STREET	<u>Principal Construction Engineer</u>
	<u>Room 415, City Hall</u>
	<u>801 Plum Street</u>
CITY/ZIP	<u>Cincinnati, Ohio 45202</u>
PHONE	<u>(513) 352-3423</u>
FAX	<u>(513) 352-5397</u>

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

____A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. (Attach)

☒ A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. (Attach)

X A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. (Attach)

____A copy of the cooperation agreement(s) if this project involves more than one subdivision or district. (Attach)

___Capital Improvements Report: (Required by 164 O.R.C. on standard form)

___A: Attached.

B: Report/Update Filed with the Commission within the last twelve months.

Floodplain Management Permit: Required if project is in 100 year floodplain. See Instructions.

X Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

John Shirey, City Manager
Certifying Representative (Type or Print Name and Title)

Signature/Date Signed

9/17/98

City of Cincinnati



Department of Public Works
Division of Engineering

Room 445, City Hall
801 Plum Street
Cincinnati, Ohio 45202

John Hamner
Director

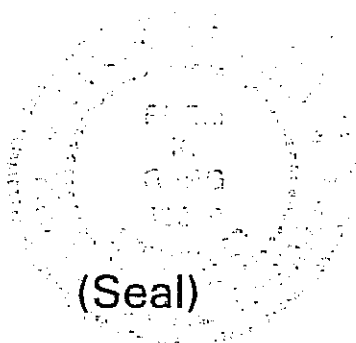
Prem Garg, P.E.
City Engineer

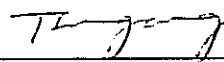
Robert H. Richardson, AIA
City Architect

September 18, 1998

**Subject: Lafayette Avenue Improvement
Certification of Useful Life**

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject landslide correction and roadway improvement is at least fifty (50) years.





Prem Garg, P.E.
City Engineer
City of Cincinnati

LAFAYETTE AVENUE LANDSLIDE CORRECTION
AND ROADWAY IMPROVEMENT

SCOPE

For furnishing all the materials, labor and equipment and performing all work necessary for the Lafayette Avenue improvements as shown in the Plans and Specifications, and as directed by the Engineer.

QUANTITIES

It is understood that the quantities are approximate only and in no way shall govern the amount required during the contract period. The estimated quantities indicated will be used solely for the purpose of making a tabulation of the bid.


Where LUMP SUM is indicated, insert the complete price for Labor and for Materials for performing all work under the Item. Where UNITS are shown, insert the price PER UNIT for Labor and for Materials.

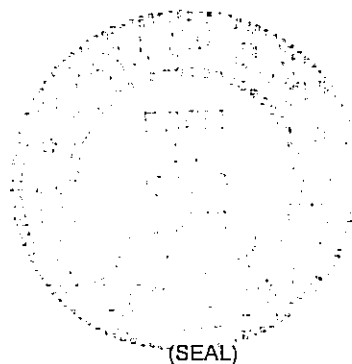
REF. NO.	ITEM NO.	DESCRIPTION	ESTIMATED QUANTITIES A		ESTIMATED UNIT PRICE	TOTAL
1	103.05	CONTRACT BOND	LUMP	SUM	10,000.00	10,000.00
2	201	TREES REMOVED	25	EACH	500.00	12,500.00
3	201	CLEARING AND GRUBBING	LUMP	SUM	15,000.00	15,000.00
5	202	INLETS REMOVED	8	EACH	300.00	2,400.00
6	202	STRUCTURES & OBSTRUCTIONS REMOVED	LUMP	SUM	20,000.00	20,000.00
7	202	WEARING COURSE REMOVED	733	S.Y.	3.00	2,199.00
8	203	SUBGRADE COMPACTION	6,115	S.Y.	3.00	18,345.00
9	203	EMBANKMENT	310	C.Y.	18.00	5,580.00
10	301	BITUMINOUS AGGREGATE BASE	1,020	C.Y.	120.00	122,400.00
11	403	ASPHALT CONCRETE, LEVELING COURSE	350	C.Y.	70.00	24,500.00
12	404	ASPHALT CONCRETE, SURFACE COURSE	350	C.Y.	70.00	24,500.00
13	404	ASPHALT CONCRETE, DRIVEWAYS, 5"	712	C.Y.	70.00	49,840.00
14	503	UNCLASSIFIED EXCAVATION	180	C.Y.	15.00	2,700.00
15	508	PIER FORMS	895	L.F.	12.00	10,740.00
16	511	CLASS C CONCRETE, PRECAST WALL PANEL, 6" THICK	8,880	S.F.	10.00	88,800.00
17	518	POROUS BACKFILL, WITH FILTER FABRIC	497	C.Y.	30.00	14,910.00
18	524	DRILLED SHAFTS, 30", ABOVE BEDROCK	1,490	L.F.	55.00	81,950.00
19	524	DRILLED SHAFTS, 30", BELOW BEDROCK	1,788	L.F.	60.00	107,280.00
20	603	8" CONDUIT, TYPE D	420	L.F.	20.00	8,400.00
21	603	24" CONDUIT, TYPE B	2,505	L.F.	97.00	242,985.00
22	604	MANHOLES, STANDARD TYPE P	5	EACH	1,650.00	8,250.00

23	604	MANHOLES ADJUSTED TO GRADE	15	EACH	200.00	3,000.00
24	604	INLETS ADJUSTED TO GRADE	3	EACH	300.00	900.00
25	604	INLET, D.G.I.M.H. (ACC. NO. 49010)	2	EACH	2,650.00	5,300.00
26	604	INLET, D.G.I. (ACC. NO. 49013)	8	EACH	3,000.00	24,000.00
27	605	8" PERFORATED UNDERDRAIN	1,500	L.F.	7.50	11,250.00
28	606	GUARDRAIL, WOODEN	2,225	L.F.	25.00	55,625.00
29	608	CONCRETE WALK	11,200	S.F.	4.00	44,800.00
30	609	CONCRETE CURB	5,600	L.F.	12.00	67,200.00
31	614	MAINTAINING TRAFFIC	LUMP	SUM	15,000.00	15,000.00
32	619	FIELD OFFICE	LUMP	SUM	5,000.00	5,000.00
33	659	SEEDING & MULCHING	933	S.Y.	1.00	933.00
34	660	SODDING	2,800	S.Y.	2.00	5,600.00

TOTAL ESTIMATED COST: \$ 1,111,887

USE \$1,112,000 FOR ESTIMATING PURPOSES


Prem Garg, P.E.
City Engineer



City of Cincinnati
An Ordinance No. 44

J.S.G.

-1998

AUTHORIZING the City Manager to apply for and accept street rehabilitation, street improvement, street reconstruction, landslide correction, and bridge replacement funding grants from the State of Ohio, Ohio Public Works Commission, in the approximate amount of \$38,730,790, and to execute any agreements necessary for the receipt and administration of said grants.

WHEREAS, the State Capital Improvement Program and Local Transportation Improvement Program provide for infrastructure funding; and

WHEREAS, the District 2 Integrating Committee is accepting applications for projects within Hamilton County, State of Ohio; and

WHEREAS, the City of Cincinnati has the required \$9,881,308 in matching funds for 1999, for fourteen (14) street rehabilitation projects, namely Anderson Ferry Road, Beekman Street, Glenway Avenue, two sections of Madison Road, North Bend Road, Paddock Road, Quebec Road, Ridge Road, Spring Grove Avenue, State Avenue, two sections of Vine Street, and Wasson Road; seven (7) street improvement projects, namely Colerain/Blue Road Corner Rounding, Hopple Street Improvement, M.L. King Drive Improvement, Mehring Way Improvement, Paddock Road/I-75 Interchange Improvement, Robertson/Millsbrae Safety Improvement, and West Mitchell Avenue Improvement; two (2) street reconstruction projects, namely St. Lawrence/Rutledge Reconstruction and Red Bank Road Reconstruction; two (2) landslide correction projects, namely Lafayette Avenue and Lehman Road; and one (1) bridge replacement project, namely Erie Avenue Bridge over NW Railroad; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is hereby authorized to execute and file applications, on behalf of the City of Cincinnati, with the Ohio Public Works Commission through the Hamilton County District 2 Integrating Committee, for grants in the approximate amount of \$38,730,790 for funding fourteen (14) street rehabilitation projects, namely Anderson Ferry Road, Beekman Street, Glenway Avenue, two sections of Madison Road, North Bend Road, Paddock Road, Quebec Road, Ridge Road, Spring Grove Avenue, State Avenue, two sections of Vine Street, and Wasson Road;

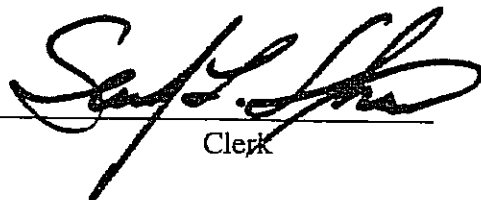
seven (7) street improvement projects, namely Colerain/Blue Rock Road Corner Rounding, Hopple Street Improvement, M.L. King Drive Improvement, Mehring Way Improvement, Paddock Road/I-75 Interchange Improvement, Robertson/Millsbrae Safety Improvement, and West Mitchell Avenue Improvement; two (2) street reconstruction projects, namely St. Lawrence/Rutledge Reconstruction and Red Bank Road Reconstruction; two (2) landslide correction projects, namely Lafayette Avenue and Lehman Road; and one (1) bridge replacement project, namely Erie Avenue Bridge over NW Railroad; and to accept such grants if awarded by the Ohio Public Works Commission.

Section 2. That the City Manager is hereby authorized to execute such agreements and other documents as are required by the State for receipt and administration of the above grants.

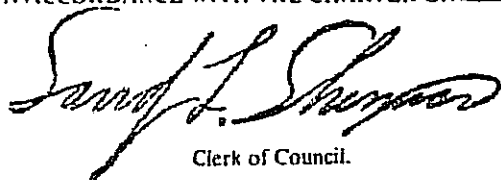
Section 3. This ordinance shall take effect from and after the earliest period allowed by law.

Passed February 3, 1999


Mayor

Attest: 
Clerk

I HEREBY CERTIFY THAT ORDINANCE NO. 44
19 99 WAS PUBLISHED IN THE CITY BULLETIN
IN ACCORDANCE WITH THE CHARTER ON 02-16-99.


Clerk of Council.

City of Cincinnati



Department of Finance

September 18, 1998

Room 250, City Hall
801 Plum Street
Cincinnati, Ohio
45202

Timothy H. Riordan
Director

Mr. Lawrence Bicking, Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, Ohio 43215

RE: Status of Funds for Local Share of 1999 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching shares for the following 1999 SCIP/LTIP Projects (Round 13 Funding) are recommended by the City Manager for funding in the City's 1999 Capital Improvement Program:

STREET REHABILITATION PROJECTS

Anderson Ferry Road (Hillside to Corp. Line)
Beekman Street (Elmore to Yonkers)
Glenway Avenue (Boudinot to Werk)
Madison Road North (Edwards to Brotherton)
Madison Road South (Observatory to Edwards)
North Bend Road (Argus to Hamilton)
Paddock Road (Reading to Egan Hills)
Quebec Road (Glenway to Queen City)
Ridge Road (Brotherton to I-71)
Spring Grove Avenue (Mitchell to North Corp.)
State Avenue (Queen City to West Eighth)
Vine Street North (Paddock to Corp. Line)
Vine Street South (Clifton to McMillan)
Wasson Road (Paxton to Edwards)

STREET IMPROVEMENT PROJECTS

Colerain/Blue Rock Corner Rounding
Hopple Street (Meeker to I-75)
ML King (Woodside to Vine)
Mehring Way (Central to Roebling Bridge)
Paddock Road/I-75 Interchange Improvements
Robertson/Millsbrae Safety Improvement
West Mitchell Avenue (East Epworth to Este)

September 18, 1998

Re: Status of Funds for Local Share of 1999 SCIP/LTIP Project Grants

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STREET RECONSTRUCTION PROJECTS

Red Bank Road Reconstruction (Woodford to Zinzle)

St. Lawrence/Rutledge Reconstruction

LANDSLIDE CORRECTION PROJECTS

✓ Lafayette Avenue (Mount Storm Park to McAlpin)

Lehman Road (Summit View Apartments to State Avenue)

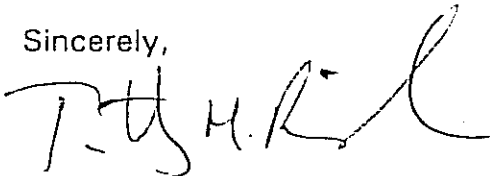
BRIDGE REPLACEMENT PROJECT

Erie Avenue Bridge over NW Railroad

The matching funds for these projects are coming from Street Improvement Bonds.

If you have any questions or need additional information, please contact me at 513-352-3731.

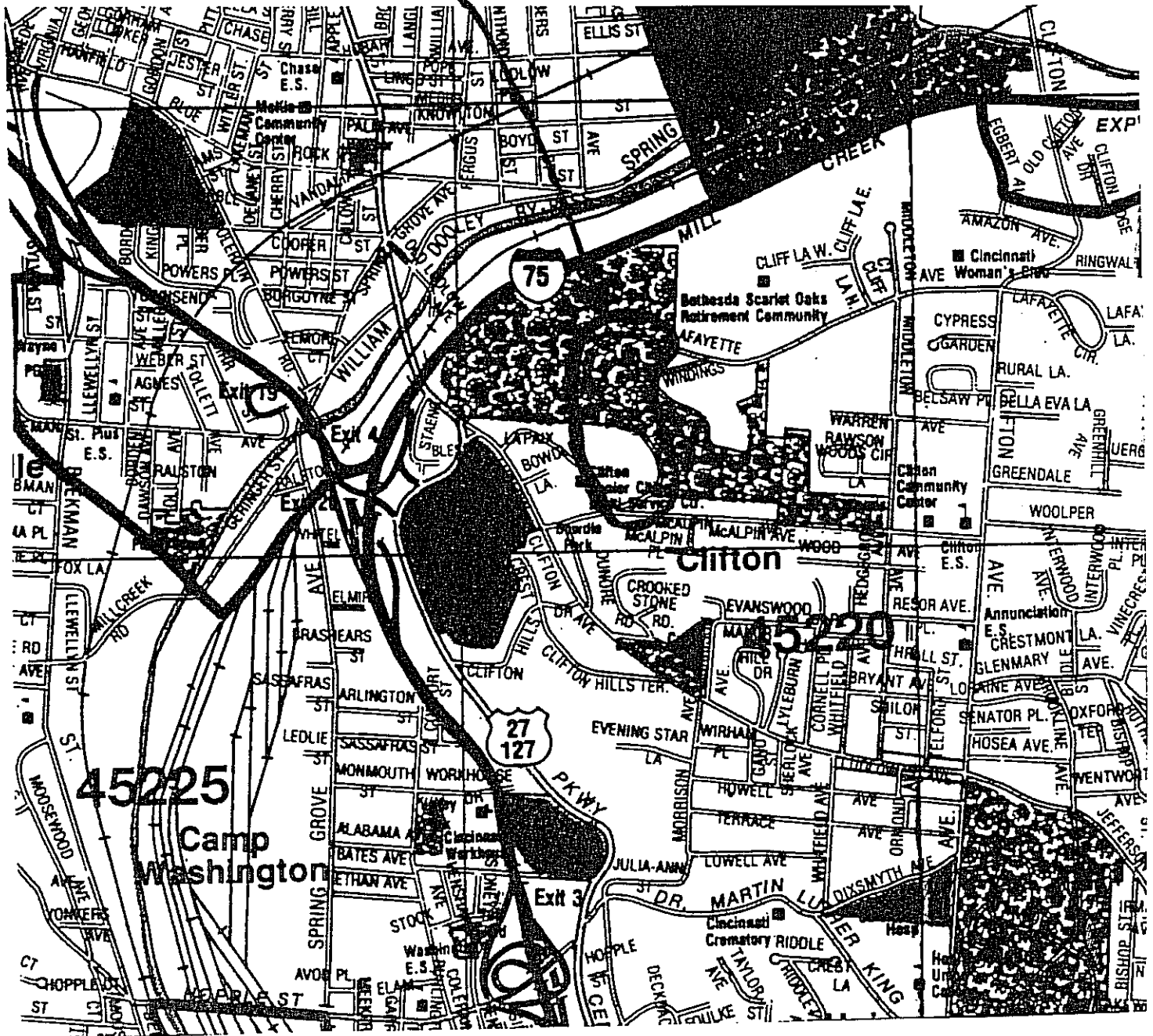
Sincerely,

A handwritten signature in black ink, appearing to read "T. H. Riordan", with a stylized flourish at the end.

Timothy H. Riordan
Director of Finance

LAFAYETTE AVENUE LANDSLIDE CORRECTION AND ROADWAY IMPROVEMENT

PROJECT LOCATION



**LAFAYETTE AVENUE LANDSLIDE CORRECTION
AND
ROADWAY IMPROVEMENT**



Photo showing continuous cracking and required maintenance of pavement due to slope movement. Notice absence of curbs and inadequate stormwater collection.

**LAFAYETTE AVENUE LANDSLIDE CORRECTION
AND
ROADWAY IMPROVEMENT**



**Photo showing continuous cracking and required maintenance of pavement due to slope movement. Notice absence of curbs and inadequate stormwater collection.
Also notice continued buildup of asphalt exposed at shoulder.**

**LAFAYETTE AVENUE LANDSLIDE CORRECTION
AND
ROADWAY IMPROVEMENT**

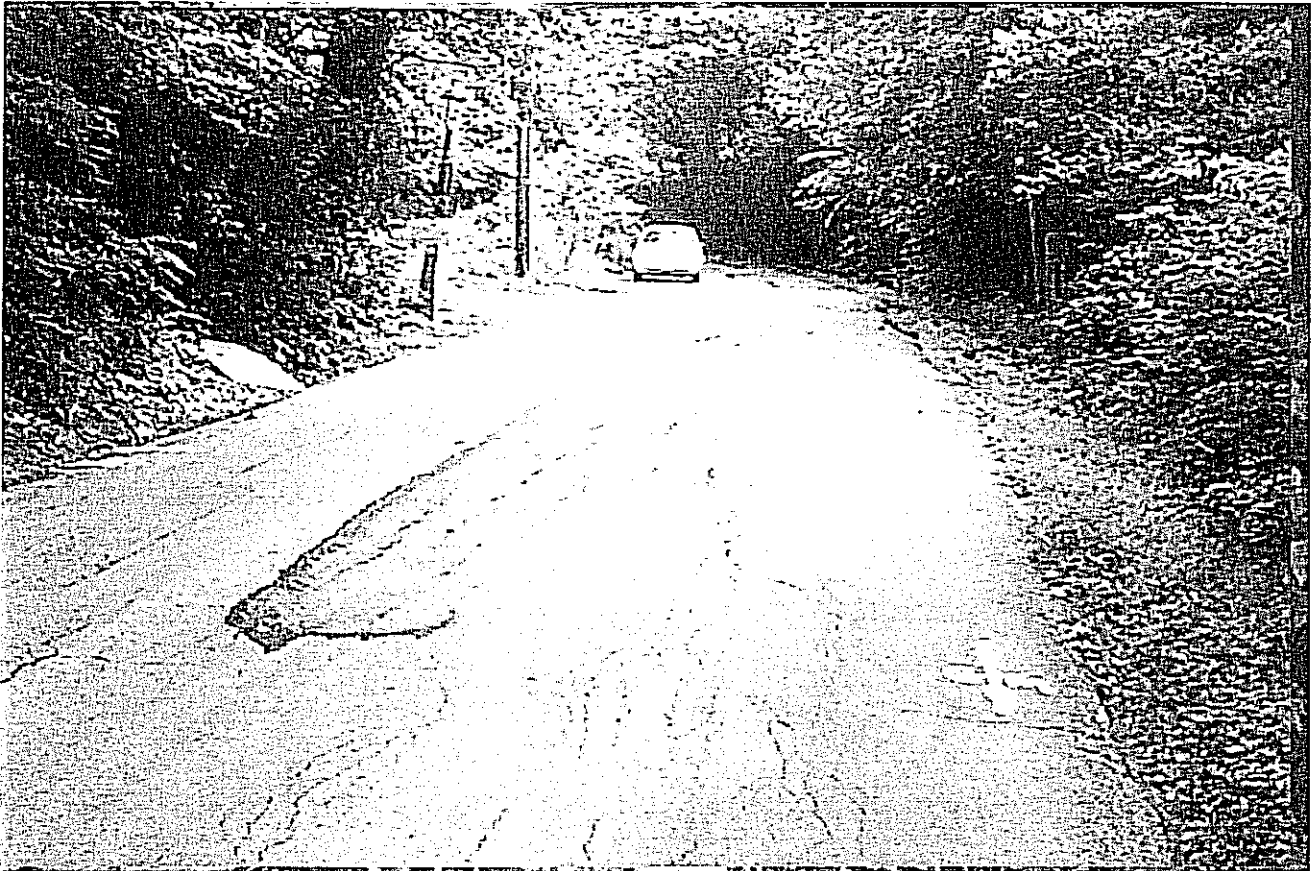


Photo showing continuous cracking and required maintenance of pavement due to slope movement. Notice absence of curbs and inadequate stormwater collection.

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AND
ROADWAY IMPROVEMENT**



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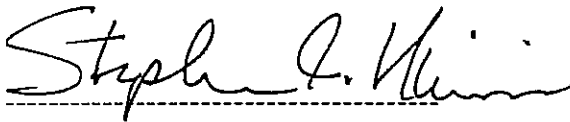
**LAFAYETTE AVENUE LANDSLIDE CORRECTION
AND
ROADWAY IMPROVEMENT**



Photo showing continuous cracking and required maintenance of pavement due to slope movement. Notice absence of curbs and inadequate stormwater collection.

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the Lafayette Avenue (Mount Storm Park to McAlpin) project application are a true and accurate count done by the City of Cincinnati's Traffic Engineering Division.



Stephen I. Niemeier, P.E.
Supervising Engineer



ADDITIONAL SUPPORT INFORMATION

LAFAYETTE
AVENUE

For Program Year 1999 (July 1, 1999 through June 30, 2000), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____

Poor X

Fair _____

Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Landslides along the length of the roadway have caused continued maintenance problems. Vertical alignment is warped due to the movement with numerous vertical offsets occurring throughout the length of the roadway. Inadequate storm drainage causes periodic flooding of private residences. Roadway width is not adequate for existing horizontal curves. Poor vertical grade at intersection of Lafayette and McAlpin Avenue.

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1999) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

3 months (Circle one)

Are preliminary plans or engineering completed? Yes No

Are detailed construction plans completed? Yes No

Are all right-of-way and easements acquired?* Yes No N/A

*Please answer the following if applicable:

No. of parcels needed for project: 0 Of these, how many are Takes N/A Temporary N/A Permanent N/A

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed? Yes No

Give an estimate of time, in weeks or months, to complete any item above not yet completed.

- 8 months to complete detailed construction plans
- 6 months to complete utility coordination

- 3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

Construction of pier wall will stabilize roadway and utilities from being affected by movement of landslide. Vertical and horizontal alignment improved, improved site visibility along Lafayette Ave. and at its intersection with McAlpin Ave. Installation of sidewalks will eliminate high pedestrian traffic within the street. Stormwater facilities will eliminate periodic flooding of private residences.

- 4) What types of funds are to be utilized for the local share for this project?

Federal	_____	ODOT	_____	Local	<u> X </u>
MRF	_____	OWDA	_____	CDBG	_____
Other	_____				

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 7, 1998 for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds is being committed to this project?

60 %

- 5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban	_____	Partial Ban	_____	No Ban	<u> X </u>
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Will the ban be removed after the project is completed?

Yes	_____	No	_____
-----	-------	----	-------

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 4,227 X 1.20 = 5,072 users/day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

- 7) Has the jurisdiction developed a Five-Year Capital Improvement Plan as required in O.R.C., chapter 164?

Yes X No

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Lafayette Avenue is the only roadway that provides access to Mt. Storm Park. Mt. Storm Park is owned and operated by the Cincinnati Park Board. The park has recreational facilities, scenic overlook, and shelters that are reserved for weddings and other various functions.

- 9) For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS Proposed LOS

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

SCIP/LTIP PROGRAM
ROUND 13 - PROGRAM YEAR 1999
PROJECT SELECTION CRITERIA
JULY 1, 1999 TO JUNE 30, 2000

JURISDICTION/AGENCY: CINTI
NAME OF PROJECT: LAFAYETTE AVE. LANDSLIDE
PRELIMINARY SCORE FOR THIS PROJECT: 62
FINAL SCORE FOR THIS PROJECT: _____
RATING TEAM: 4

- POINTS
- 1) If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum for definition of delinquency) | 5
- 5 Points - Will be under contract by end of 1999 and no delinquent projects in Rounds 10 & 11.
- 3 Points - Will be under contract by March 30, 2000 and/or Jurisdiction has had one delinquent project in Rounds 10 & 11.
- 0 Points - Will not be under contract by March 30, 2000 and/or Jurisdiction has had more than one delinquent project in Rounds 10 & 11.
- 2) What is the physical condition of the existing infrastructure to be replaced or repaired? (See Addendum for definitions) | 23
- 25 Points - Failed
- 23 Points - Critical
- 20 Points - Very Poor
- 17 Points - Poor
- 15 Points - Moderately Poor
- 10 Points - Moderately Fair
- 5 Points - Fair Condition
- 0 Points - Good or Better

NOTE: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

3) If the project is built, what will be its effect on the facility's serviceability? Documentation is required.

- 5 Points - Project design is for future demand.
- 4 Points - Project design is for partial future demand.
- 3 Points - Project design is for current demand.
- 2 Points - Project design is for minimal increase in capacity.
- 1 Point - Project design is for no increase in capacity.

3

4) How important is the project to *HEALTH, SAFETY, AND WELFARE* of the Public and the citizens of the District and/or service area? (See Addendum for definitions)

- 10 Points - Highly significant importance, with substantial impact on all 3 factors.
- 8 Points - Considerably significant importance, with substantial impact on 2 factors, or noticeable impact on all 3 factors.
- 6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors.
- 4 Points - Minimal importance, with noticeable impact on 1 factor
- 2 Points - No measurable impact

6

Safety

5) What is the overall economic health of the jurisdiction?

- 10 Points
- 8 Points
- 6 Points
- 4 Points
- 2 Points

6

6) What matching funds are being committed to the project, expressed as a percentage of the *TOTAL CONSTRUCTION COST*? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required; however, up to 5 additional points will be awarded according to the Loan & Credit Enhancement scale as stated below. All grant-funded projects require a minimum of 10% matching funds. Points will be awarded according to the following schedule:

<u>Projects below \$1,000,000</u>	<u>Projects \$1M to \$2M</u>	<u>Projects above \$2M</u>
10 Pts - 50% or more	10 Pts - 60% or more	10 Pts - 70% or more
8 Pts - 40% to 49.99%	8 Pts - 50% to 59.99%	8 Pts - 60% to 69.99%
6 Pts - 30% to 39.99%	6 Pts - 40% to 49.99%	6 Pts - 50% to 59.99%
4 Pts - 20% to 29.99%	4 Pts - 30% to 39.99%	4 Pts - 40% to 49.99%
2 Pts - 10% to 19.99%	2 Pts - 20% to 29.99%	2 Pts - 30% to 39.99%
	0 Pts - 10% to 19.99%	0 Pts - 10% to 29.99%

60%

Loans & Credit Enhancements

- 5 Pts - 50% or more
- 4 Pts - 40% to 49.99%
- 3 Pts - 30% to 39.99%
- 2 Pts - 20% to 29.99%
- 1 Pt - 10% to 19.99%

10

25

- 7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? *POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.*

5 Points - Complete ban
3 Points - Partial ban
0 Points - No ban of any kind

2

- 8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 16,000 or more
4 Points - 12,000 to 15,999
3 Points - 8,000 to 11,999
2 Points - 4,000 to 7,999
1 Point - 3,999 and under

2

5072

- 9) Does the infrastructure have regional impact? Consider originations and destinations of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact

not
equiv. to
cul-de-sac

2

- 10) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure and provided certification of which fees have been enacted?

5 Points - Two of the above
3 Points - One of the above
0 Points - None of the above

5

(5) 10

ADDENDUM TO THE RATING SYSTEM

DEFINITIONS/CLARIFICATIONS

Criterion 1 - ABILITY TO PROCEED

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project will be considered delinquent when any of the following occurs: 1) A letter is sent from the OPWC to the affected jurisdiction stating that the project has not moved in accordance with the time frame listed on the application (copies are sent to the District); or 2) no time extension has been granted by the OPWC; or 3) A jurisdiction receiving approval for a project subsequently terminates the same after the bid date on the application. The OPWC sends a letter to a jurisdiction which announces that its' project is going to be terminated when the project is sixty (60) days beyond the bid date shown on the original application and a time extension for the project has not previously been requested or has been denied.

Criterion 2 - CONDITION

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health, safety and welfare issues. Condition is rated only on the existing facility being repaired or abandoned. If the existing facility is not being abandoned or repaired, but a new facility is being built, it shall be considered as an expansion project. (Documentation may include ODOT BR-86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included with the original application.)

Definitions:

FAILED CONDITION - Requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: no part of the bridge can be salvaged; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non-functioning and replacement parts are unavailable.)

CRITICAL CONDITION - Requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway, curbs can be saved; Bridges: only the substructure can be salvaged with modifications; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

VERY POOR CONDITION - Requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: substructure and superstructure can be salvaged with extensive repairs; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

POOR CONDITION - Requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: deck cannot be salvaged, substructure and superstructure need repair; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

MODERATELY POOR CONDITION - Requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: deck can be salvaged with repairs and overlay; Hydrants: functional and replacement parts are available.)

MODERATELY FAIR CONDITION - Requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: __deck rehabilitation required, overlay not required.)

FAIR CONDITION - Requires routine maintenance to maintain integrity. (e.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor rehabilitation required.)

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity; __Bridges: no work required.

Criterion 4 - *HEALTH, SAFETY & WELFARE*

Definitions:

SAFETY - The design of the project will prevent accidents, promote safer conditions, and eliminate or reduce the danger of risk, liability, or injury.

EXAMPLES: Widening existing roadway lanes to standard lane widths; Adding lanes to a roadway or bridge to increase capacity or alleviate congestion; replacing old or non-functioning hydrants; increasing capacity to a water system, etc.

HEALTH - The design of the project will improve the overall condition of the facility so as to reduce or eliminate disease; or correct concerns regarding the environmental health of the area.

EXAMPLES: Improving or adding storm drainage or sanitary facilities; replacing lead joints in water lines;

WELFARE - The design of the project will promote economic well-being and prosperity.

EXAMPLES: Project has the potential to improve business expansions or opportunities in the area; project will improve the quality of life in the area;

PLEASE NOTE: The examples listed above are NOT a complete list, but only a small sampling of situations that may be relevant to any given project. Each project is looked at on an individual basis to determine if any aspects of this rating category apply, and if so, to what severity level (minor or significant).

The severity and extent of the problem, as it relates to Health, Safety and Welfare, MUST be fully detailed by the applicant and apparent to the rating team. The Support Staff will not attempt to determine these issues on its own.

Without such detail the jurisdiction should expect a lower rating than the project may deserve.

Criterion 9 - REGIONAL IMPACT

Definitions:

MAJOR IMPACT - Roads: major multi-jurisdictional route, primary feed to an interstate, Federal Aid Primary routes; Underground: primary water or sewer main serving entire system; Hydrants: multi-jurisdictional.

MODERATE IMPACT - Roads: principal thoroughfares, Federal Aid Urban routes; Underground: primary water or sewer main serving only part of a system; Hydrants: all hydrants in a local system serving only one jurisdiction.

MINIMAL/NO IMPACT - Roads: cul-de-sacs, subdivision streets; Underground: individual water or sewer main not part of a large system; Hydrants: only some hydrants in a local system serving only one jurisdiction.